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Amendments to the Specification:

[0013] Preferably, the means are provided to cause operation of the clutch actuating means when hydraulic fluid is supplied to the hydraulic winch motor from the pump such as to cause engagement of the winch spool with the drive motor through the clutch. Preferably the actuating means comprises an hydraulic actuator suitably a one way fluid actuator. Suitably the actuator is connected to hydraulic supply lines to said motor whereby hydraulic fluid is supplied to the hydraulic actuating means when hydraulic fluid is supplied to the hydraulic motor to drive the winch spool. For this purpose a hydraulic supply line to the hydraulic actuating means is connected to the supply lines to the hydraulic drive motor whereby fluid is supplied to the actuating means irrespective of the direction of motion of the drive motor. Manual means may be provided to release the clutch actuating means when fluid supply is removed from the motor or load is removed from the winch.

[0026] The ports A2 and B2 are connected by hydraulic lines 49 (see Fig. 5) to respective ports indicated schematically as V1 and V2 to the motor valve assembly 50 which includes manifold block 51 (see Fig. 7). Outlet ports C1 and C2 indicated schematically are connected to the winch motor 15. The valve assembly 50 includes a one-way ball shuttle valve 52 connected between the ports V1 and V2. A passageway 53 within the manifold block 52 is connected to the shuttle valve 52 and via hydraulic line 54 to the hydraulic clutch actuator 35. Fluid pressure applied to either inlet V1 or V2 will be applied via the one-way ball shuttle valve 52 through passage 53 and line 54 to the clutch actuator 35 to maintain clutch engagement irrespective of the direction of rotation of the motor 15 and winch spool 23. In the position of Fig. 7, fluid pressure is applied to port V2 to cause the ball 55 of the shuttle valve 52 to move to the left in Fig. 7 and thereby open communication between the port V2 and passage 53 but prevent communication between ports V1 and V2. Similarly if fluid pressure is applied to the port V1, the ball 55 of the shuttle valve 52 will reposition to the ~~left~~ right in Fig. 7 opening communication between the port V1, passage 53 and line 54.

[0027] The valve assembly 50 further includes a fluid actuable valve 56 which includes a piston-like valve member 57, opposite ends 58 and 59 of which control communication between ports V1 and C1 and ports V2 and C2 respectively and normally block this communication to act as a fluid brake to the motor 15. One-way valves 60 and 61 connect ports V1 and C1, and V2 and C2 respectively and are arranged in parallel with the valve members 58 and 59. Opposite ends of the valve member 56 57 are connected at 62 and 63 to the downstream sides of the one-way valves 60 and 61 for fluid actuation of the valve member 57.